

FY 13 Top 10 Safety Survey Discrepancies

Combat Systems

- 51.19% of boats do not have "AMMUNITION FAR SIDE" signs posted correctly.
- 49.30% of boats do not have a complete Otto fuel spill kit available in the torpedo room or inventoried per the MRC.
- 47.04% of boats do not have all required physical security gear.
- 45.55% of boats do not have a complete Otto fuel spill kit available outside of the torpedo room or inventoried per the MRC.
- 43.94% of boats do not have the dummy/drill ammunition segregated from service ammunition, properly color coded, or labeled "FOR PRACTICE ONLY."
- 33.22% of boats do not have the MK 15 Otto fuel detectors calibrated, electrical safety checked within periodicity, or have expired Otto fuel detector tubes (Require 7 boxes with unit of issue 10 = 70 total tubes).
- 33.00% of boats do not have proper, legible safety precautions posted at all required locations.
- 32.22% of boats do not perform MRC 5832/023 A-1 on all Tactical Floation Vests (VBSS).
- 29.69% of boats do not have all body armor authorized, tactical plates been replaced in Lifeline Body Armor, or have defective replacement plates.
- 28.00% of boats do not have the Otto fuel gag assembly, o-ring, and torque wrench stored in the torpedo room or kept in good condition.

Damage Control

- 70.26% of boats do not have the AFFF extinguisher record tag filled out IAW the MRC or an improper record tag in use.
- 68.14% of boats do not have the AFFF bracket contain all the required rubber bumpers.
- 67.83% of boats do not have the AFFF cylinder under/over charged with solution or at the required pressure? (100 psig).
- 67.58% of boats do not have the PKP extinguisher bracket contain all rubber bumpers required.
- 67.13% of boats do not complete PMS on LIOH hopper satisfactorily or current electrical safety checked and material condition satisfactory.
- 65.73% of boats do not have the NFTI battery packs fully charged.
- 62.99% of boats do not have the SCBA at minimum pressure 4000 PSI.
- 62.95% of boats do not have the range guard fusible links replaced within the past 6 months or at least 3" of free travel between the cable tube and the ends of the link assembly.

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- 59.11% of boats do not have hydrostatic testing properly accomplished on all 2½" submersible pump discharge hose, or have the manufacture date less than 36 months old for new hoses.
- 58.15% of boats do not have the damage control tool roll contain all items listed on the PMS card.

Deck

- 67.02% of boats do not perform MRC 5832/014 Q-1 on all MK 1 Commercial life jackets, changed the CONAX Inflator battery cap from a Black top to Gray top, attached the DML and sea dye marker with 46-50 of line tied with bowline, or have the whistle attached.
- 65.38% of boats do not perform MIP 5940/003 Q-1R for Manual Reverse Osmosis Desalinators (MROD) quarterly and after work center receipt, store in carrying case and any plastic bag, have dirt, debris, mold, or salt built up in the lines, or updated the technical manual.
- 62.75% of boats do not have the distress marker lights attached with four feet of 1/4" buoyant poly-line or applied a 2 inch reflective tape to marker near lens.
- 62.14% of boats do not have anti-sabotage compound installed on the auto-inflation actuator retainer nut per MRC, do not torque the retainer nut to 20-25 inch pounds, or have Conax inflators over 7 year service life per NAVSEA.
- 61.51% of boats do not have the Helicopter Transfer Kit complete per MRC.
- 58.63% of boats do not have the ships name and hull number stenciled in distinguishable black block letters on the life buoy rings.
- 56.82% of boats do not have authorized safety and work lanyards onboard, do not have double locking snap hooks, are not marked with a sharpie, upon initial issue with month / year, or
- 56.29% of boats do not have Cranial Helmets reflective tape applied per MRC 5940/004 U-1.
- 55.56% of boats do not perform MRC 5832/022 A-1 on all Inflatable SAR Vests (LPU-28A/P), are not cleaned after use per MRC, or does not have only 4 tight twists of tin core conductor copper alloy shear wire.
- 55.37% of boats do not have an inventory log maintained for all SEIE escape suits and Valises per MRC with Each SEIE valise inventoried by serial number, date packaged/DOM, storage location, and storage date.

Electrical

- 74.68% of boats do not have portable electrical equipment, both government and personally owned, including ships entertainment

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components, coffee pots, portable extension lights, etc.
electrically safety checked in accordance with PMS.

- 73.97% of boats do not have the ship's garbage grinder correctly grounded to ship hull IAW ISEA # 036-11 or A&I 3399? (688 Class only).
- 66.67% of boats have electrical or electronic shock hazards in personal bunk.
- 65.91% of boats do not have associated shock hazards eliminated in Navigational Lighting panel (N-1).
- 54.46% of boats do not have chemical goggles staged for use by personnel entering the battery well to perform operations that open a battery cell.
- 53.85% of boats do not have the Submersible pump electrically safety checked (required semi-annually and after use), properly grounded, or cables & connections in good repair.
- 48.72% of boats do not have the safety screens installed on the red devil blower or in good repair,
- 46.84% of boats do not stow rubber gloves properly.
- 45.52% of boats do not post safety precautions and operating procedures in the vicinity of the washers and dryers.
- 44.26% of boats do not have a placard in the vicinity of the dryer stating procedures for preventing fires.

General Department

- 75.00% of boats do not have the gaskets on flood control and the maneuvering doors in good condition (clean of dirt, debris, and paint).
- 74.82% of boats do not use blankets and pillows in berthing approved by NAVSEA/TYCOM.
- 71.04% of boats do not have the flood control doors lock when their latches are released (N/A for SSBN 726 Class as no spring tensioner installed).
- 52.94% of boats have wires pulled form stuffing tubes, wires not properly dead ended, lights removed from mount without a temporary ground wire, or is the splash proof cover not properly closed on electrical panels.
- 45.45% of boats do not have DC lockers properly marked with good condition and appropriate photo luminescent identifier (SCBA, Damage Control Locker, EAB, CO2, AFFF, PKP, Fire Hose).
- 43.35% of boats do not have adequate safety chains and guardrails.
- 40.28% of boats do not have NAVSEA approved innerspring mattress used in berthing.
- 40.19% of boats do not have 4 lines of good condition 2" photo luminescent tape along the straight portions of the doors or hatches along egress routes.

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- 39.25% of boats do not have good condition 2" photo luminescent strips on the dust shield at the top and bottom step inclined ladders, or have vertical ladders marked with a 10" long 2" wide photo luminescent strip on the flat face of each rung.
- 36.31% of boats do have items adrift in spaces that could damage equipment or personnel.

Hazmat

- 37.35% of boats do not have all flammables, hazardous materials, and chemicals appropriately labeled as to their hazards.
- 33.72% of boats do not have the Commanding Officer designated as the Afloat Environmental Protection Coordinator (AEPC) nor has he completed the AEPC course (A-4J-0021) or Afloat Environmental Interactive Courseware within 6 months of assignment or PQS 4352.
- 32.53% of boats do not have the DCA train each Damage Control Team in HM spill response.
- 24.71% of boats do not have the Ship's Spill Contingency Plan (SCP) contain the names and telephone numbers of Fleet as well as Shore side Navy On-Scene Coordinators (NOSC) or is not updated annually.
- 20.24% of boats do not have the Atmosphere Contaminant Log entries made properly?
- 19.54% of boats do not have the Submarine Material Control Program audited annually by an officer other than the HM Coordinator.
- 17.65% of boats do not have all required reviews for the Atmosphere Contaminant Log.
- 17.44% of boats do not have a current Spill Contingency Plan (SCP).
- 16.87% of boats do not have stowage locations for HM posted with appropriate caution signs (NSN 9905-01-342-4851 for 10x7 inch or 9905-01-342-4859 for 3x5 inch) or labels indicate the type of HM stowed within.
- 13.58% of boats do not store flammable liquids in a manner that minimizes fire hazards.

Mechanical

- 82.13% of boats do not have the point of operation guard (chip shield) installed on the drill press and lathe.
- 75.60% of boats do not have pneumatic grease guns configured IAW submarine greasing manual.
- 68.29% of boats do not have hydrostatic test of the steam jacket and discharge line been accomplished (36 months) or the identification tag in place.

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- 58.57% of boats have evidence that the wheel has been used to grind non-ferrous metal. (Buildup of this material can cause imbalance and possible disintegration)
- 55.67% of boats do not have the tool rest installed and adjusted to within 1/8 " of the grinding or wire wheel.
- 51.92% of boats do not have non-skid strips and striped yellow and black tape on deck in front of lathe, drill press and bench grinder. (Diamond tread does not satisfy requirement)
- 47.80% of boats do not have safety precaution signs posted for the lathe, bench grinder, and drill press.
- 46.39% of boats do not have the portable oxyacetylene cutting apparatus complete.
- 40.71% of boats do not have eye protection in the vicinity of the grinder.
- 39.58% of boats do not have the candle stowage area conspicuously marked so that special action may be taken in the event of fire within the compartment.

Medical

- 54.01% of boats do not have all eye wash stations and personal eye wash bottle locations distinctly marked with highly visible signs. (NSN 9905-01-345-4521)
- 51.85% of boats do not have all sink and faucets with hose threads equipped with a vacuum breaker.
- 49.78% of boats do not have hose ends, caps, wrenches, water risers, and caps painted dark blue.
- 45.58% of boats do not have approved personal eye wash bottles (NSN 6515-01-393-0728 or NIN 00-960-2326) readily available, in sufficient quantities in lieu of permanent or portable eyewash stations in nucleonics/water chemistry rooms and secondary analysis station.
- 45.49% of boats do not have potable water temporary hose connections marked with caution signs - "DISCONNECT HOSE WHEN NOT IN USE", in one-inch high red letters.
- 43.75% of boats do not have NAVSEA approved hanging dry bulb thermometers (NSN 6685-00243-9964) permanently mounted at all key watch and work stations where heat stress conditions may exist.
- 35.86% of boats do not have the outside of doors/hatches leading into a noise hazardous area posted.
- 35.47% of boats do not have eye and face wash units installed/available, in good condition, and in the vicinity of chemical hazards (acid / alkaline).
- 35.27% of boats do not have eye and face wash stations comply with current requirements (a) flush both eyes simultaneously (b) deliver not less than 0.4 gallons of water per minute for 15 continuous minutes.

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- 35.10% of boats do not have the MDR certified/designated by PG-13 entry and signed by the CO as the ship's gas free engineer (afloat), and recertified annually.

Safety Officer

- 72.41% of boats do not provide the commanding officer with a quarterly motorcycle safety training status report that includes the names of those individuals who are required but have not completed training, the reasons training not completed with a projected training complete.
- 70.45% of boats do not have the Safety Officer attend the Submarine Safety Officer course or the Safety Supervisor's correspondence course (NAVEDTRA 14167F).
- 58.44% of boats do not have the Safety Officer retain or maintain documentation of hazards identified through inspections, surveys or as reported by individuals.
- 57.32% of boats do not have a process in place to track personnel convicted of serious traffic violations or who have been determined to be at fault in a traffic mishap while operating a PMV on base, or a GMV on/off base, attendance in a Driver Improvement Program.
- 56.23% of boats do not have the Safety Officer periodically review the log of permanent hearing threshold shifts to determine trends that could indicate inadequate use of hearing protection or uncontrolled overexposure to excessive noise levels.
- 53.50% of boats do not have the safety council reviewed the command's safety statistics (mishap/near-mishap reports, inspection reports, accident and injury reports) and directed action be taken as a result of these statistics.
- 51.75% of boats do not have the safety council meet quarterly or maintain the minutes.
- 50.00% of boats do not have self-assessments of all safety programs been performed annually and retained by the Safety Officer for two years.
- 49.83% of boats do not have safety hazard reports of on the spot corrections maintained for identification of similar hazards and trends.
- 49.52% of boats do not have a complete file of all reports for the past five years or WESS reports match accident injury reports requiring safety mishap submissions.